

THE TRANSFORMER

CONGRATULATIONS TO TRANSPORTATION'S NEWEST CHIEFS



2T0XO

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Lonnie B. Walls

2T1XO

Kevin L. Ludwig
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Lori A. Stopher
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Daniel J. Coker
Randy J. Finney
Robert E. Henage, Jr.
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Larry Montmarquet
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Kenneth J. Bottari
Timothy J. Brown
Jerry R. Gaston
Donnie D. Harris

FOND FAREWELL

HQ AFMC announces the retirement of Mr. Dennis Jones from Civil Service after more than 40 years on the job. Mr. Jones, through his professionalism and dedication to duty has impacted Transportation as a whole and Vehicle Management in particular. While Mr. Jones began his federal service in April 1958 as an Aircraft Maintenance Specialist/Analyst in the Aircraft Maintenance Division, 2750th ABW Materiel Directorate, he found his home in transportation in 1961 when he was assigned

as a production controller in the Vehicle Maintenance Division, 2750th ABW Materiel Directorate. During this period, he was production controller for the Heavy Equipment Maintenance Unit and the Refueling Maintenance Unit. In June 1963, he was assigned as a vehicle production planner in the Reports and Control Section.

After the Vehicle Maintenance function was realigned to the Transportation Division, 2750th ABW Materiel Directorate, Mr. Jones was hand picked by the Chief of Transportation to become the first Management

Analyst assigned to transportation.

After a brief stint as a computer programmer, Mr. Jones rejoined the Transporters in 1974. He was assigned as a Vehicle Management Specialist in the Vehicle Operation and Maintenance Branch, Transportation Division, Directorate of Distribution, Headquarters Air Force Logistics Command. His primary duty was to analyze base input and ensure the command bases understood their responsibilities concerning the base level input to the Air

Force Vehicle Information Management System. During the next several years, Mr. Jones worked with Air Force, the Standard Systems Center, and other Major Command vehicle maintenance experts to enlarge the scope of the data system. As the transportation representative, for seven years, to the Command Civil Engineering and Services Management Evaluation Team, he assessed Robins AFB, McClellan AFB, Kelly AFB, and Wright-Patterson AFB as having totally substandard facilities and working conditions in vehicle operations and maintenance. His strong advocacy for improvement resulted in higher priority for new facilities at Robins and McClellan and upgraded working conditions at Kelly and Wright-Patterson. Mr. Jones also pointed out serious discrepancies in pay grades among the bases. His charge to management to provide "equal pay for equal work" resulted in a greatly improved wage classification system for vehicle management personnel command-wide.

In January 1987, Mr. Jones began his twelve-year stewardship as Chief of Vehicle Management Branch in Air Force Logistics Command and Air Force Materiel Command. During this period, he was responsible for all phases of acquiring, managing, and maintaining the Air Force Materiel Command fleet of 12,000 vehicles worth \$400 million. His leadership

contributed significantly to increased productivity and customer satisfaction the branch provided. His action officers gained a reputation for expert support, leadership and expertise in all facets of vehicle management Air Force-wide. The branch has Air Force superlatives to their credit such as development of guidelines to contract base level vehicle operation and maintenance functions; assisting in the development of data systems that provide timely management information; acquiring fifty-five percent of all the alternative fueled vehicles in the Air Force.

The Transportation world is losing one of it's most valued experts, but we wish Mr. Jones all the best on his pending retirement

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TRAFFIC MANAGEMENT

Household Goods Movement

The Air Force is currently evaluating a variety of options to improve the household goods movement process. In order to meet our customer's expectations, we need to find out what their past experiences have been and what is important to them. On 7 December 1998, HQ USAF/IL asked selected individuals to participate in an important survey about the

household goods movement process.

The overall research objective is to determine a baseline of customer satisfaction in the movement of household goods process. This benchmark will be used to determine level of improvement in customer attitude and satisfaction after certain reengineering process improvements are implemented. Specifically, this survey is designed to provide a reference to ensure that personnel receive a higher level of quality service when moving their personal property after the changes are made.

The original names were obtained by an inquiry to the transportation operations tracking system for household goods movement (TOPS). One of the TOPS modules has the capability to perform data queries (TAQM), and was used to access the database of names of personnel moving through the Air Force transportation process. The TAQM was able to access the database for specific periods during 1997 and capture a census of the names and delivery addresses for those people.

Please encourage participants to answer the survey questions as completely as they can, because these answers will form the foundation for the success of our reengineering efforts. If you have any questions, please contact Mark Collette at DSN 227-5951 or commercial (703)697-5951.

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GLOBAL POV CONTRACT (GPC)

MTMC has awarded a two-year contract valued at \$394 million to American Auto Logistics, Inc., of Woodcliff Lake, NJ. The Global Privately Owned Vehicle contract consolidates all the Vehicle Processing Centers (VPC) except Alaska under a single contractor. The new contract not only consolidates operations, but brings some new quality of life initiatives with it:

- Complete POV processing within 1-hour, for both drop off and pick up.

- Two new VPCs were added, Atlanta, GA and Orlando, FL.

- On-site settlement for damages less than \$500 is now an option. If both the member and the contractor agree, while you are still at the vehicle processing center, your claim can be settled for \$500 or less by electing the "quick payment option." The contractor will pay you the amount of your claim immediately at the vehicle processing center. While your acceptance of such a settlement is final with respect to the claimed damage, you may still file a claim for any additional damage discovered and reported within a reasonable period of time after leaving the port. If your claim cannot be settled on the spot you may still file a claim with the government

claims office. * The contractor is now required to provide a "Claims Instruction Sheet" that provides all the details of the claims process.

- Inconvenience Claims: In the event of an inconvenience caused through the fault or negligence of the contractor, e.g., POV does not arrive as scheduled, the contractor shall acknowledge receipt of inconvenience claims filed by the customer within fifteen (15) calendar days of the date of submission. The contractor shall review each such claim on a case-by-case basis and, based on the circumstances of each case, pay, decline, or make a firm settlement offer in writing to the claimant within forty-five (45) calendar days of the date of the submission. *

Inconvenience claims are between the member and the contractor exclusively.

- Two ways to check the status of your POV. Each VPC now has a toll free 1-800/888 number. Members should be provided both the origin and destinations toll-free numbers at the origin VPC. The second way to check on your POV is through the Internet at: <http://www.whereismypov.com>

A new requirement for members shipping POVs out of the United States is to provide one certified (notarized) and two copies of the original or certified copy of the vehicle title. The title must include the VIN or if the vehicle does not have a VIN, the product identification number. Any

vehicle title indicating a lean holder must have a certified (notarized) letter attached authorizing exportation of the vehicle. These requirements are in accordance with the US Customs Regulations 19 CFR 192.2, Title 19. (Prior to this contract, the processing of POV shipments was recognized as a government process and we were exempt from this requirement.)

To ship a long-term (12 months or longer) leased POV, you must also provide written authority from the leasing company. The authority must include the company's acknowledgment that return shipment prior to the next PCS is a private matter between it and you. All requirements stated in the lease are your responsibility.

For more information see the "Shipping Your POV Pamphlet" dated 24 Nov 98. It is now available on-line at "<http://144.100.189.52/property/gpov/POVPAM.PDF>"

Problems with the Global POV contract should be reported through MAJCOM/LGTT to HQ USAF/ILTT.

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TC-AIMS II UPDATE

TC-AIMS II, also known as the Transportation Coordinators' - Automated Information for Movement

System II, is a Joint automated information system that consolidates Installation Transportation Office (ITO)/Traffic Management Office (TMO) functionality, and unit move functionality into a single integrated application. For the Air Force, it will eventually replace the Cargo Movement Operations System (CMOS) and the Deployment Management System (DMS). TC-AIMS II will be a component of the Integrated Deployment System (IDS)—it does not replace IDS. Version 3.01 will have interfaces with the other IDS systems—LOGMOD, MANPER, CALM, and CMOS.

The TC-AIMS II Joint Program Management Office (JPMO) announced a revised schedule in Oct 98. The baseline functionality—an integrated ITO/TMO and unit move capability—will be delivered in three releases. Version 3.01 will have a limited unit move capability. Version 3.02 will be an enhanced unit move capability, and Version 3.03 will provide the ITO/TMO functionality—the CMOS replacement. Both 3.02 and 3.03 will be released for testing in Spring 00 and should be ready for fielding by Dec 00.

After 3.01 is released in Jan 99, it will undergo government testing at the TC-AIMS II Software Development Facility in Newington, Virginia. Then the software will be sent to Shaw AFB, North Carolina, where further testing will be

done to determine if Version 3.01 meets Air Force requirements. Since the Army is the lead Service for the program, Army OPTEC will conduct an operational test at the Services' test sites in May 99, and a fielding decision is scheduled for Aug 99.

As TC-AIMS II will run on a Windows NT platform, the hardware that is currently being used for CMOS will not support TC-AIMS II. We do have \$17 million in FY00 to buy TC-AIMS II hardware, and we plan to program for additional hardware funding in FY01. A fielding start date will be determined after Version 3.01 is tested in Spring 99.

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Global Transportation Network (GTN)

The Global Transportation Network (GTN) is the Defense Transportation information system (DTIS), destined to provide our DTS customers with in-transit visibility (ITV), command and control applications, and business decision support tools. As technology improves our ability to collect, sort, and use DTS data, we are finding new ways to apply data to improve overall capability.

A top priority of GTN is to provide DOD customers the capability to monitor their "stuff" moving on commercial

carriers. In Jun 98, GTN began receiving its first electronic data interchange (EDI) status messages from commercial carriers of DOD cargo. Today, GTN is continuing to receive more real-time feeds from the top 23 major commercial carriers moving DOD cargo and packages. Currently, more than 1 million EDI transactions per day are received and processed by the GTN system. Using sophisticated data management techniques, GTN takes a consolidated feed combining individual carrier information into a single EDI feed and matches the information to military shipping data provided by the originating customer. The result is unprecedented ITV of military cargo moving through the commercial shipping system. It is estimated these carriers provide over 60 percent of the visibility of DOD cargo and packages moving commercially in the DTS. By the end of 1999, an additional 25-30 carriers will be added, providing DTS customers visibility of up to 90 percent of commercially shipped cargo. By 2nd Quarter FY99, GTN users will see a brand new look to GTN. The new look not only enhances the capability to navigate through the various pages, but brings with it numerous upgrades to the existing system. Listed below are the new services that will be available to GTN users with the first release of the customized GTN:

E-mail: You will be able to e-mail query results to yourself or others. An address book feature is available to store information for frequently used e-mail addresses.

Print Formatting: You will be able to format query results for proper printing from within the web browser. Currently the web browser truncates the rightmost columns when printing results.

Saving/Loading Queries: You will be able to save common queries to your own space in the database and run the saved queries from any location. For the first release, these queries will not be able to be shared by other users. But that's coming next year.

Schedule Query: You will be able to schedule a saved query to be run at any specific time or predefined interval and have the results emailed to yourself and/or others.

Export: You will now be able to export the query results in a comma-delimited format to your local computer from the results screen.

User Help System: The help text will be updated to reflect the new GTN-Web layout and features. The text will also be rewritten to be more clear and concise with examples included where appropriate. There will be context-sensitive help on all data entry fields and explanations of all output columns.

Additional capabilities, such as auto alerts and modified pick lists, will be available in future

customization releases scheduled in 1999.

A new GTN training concept was introduced in Oct 98. The formal GTN classroom training has been replaced with the development of web-based distance learning tools, augmented by an aggressive customer outreach program. The rapidly evolving GTN system makes formal classroom training less capable of staying abreast of the fielded GTN system. The distance learning tools (DLT) are currently under development and will consist of a new training web page and tutorial lessons accessible directly from GTN. The tutorials will be updated as the GTN system evolves so users can train on the most current capabilities GTN has to offer. The training web page will also allow users to access the GTN User's "Get Started" Guide, the GTN Primer, and our GTN monthly update. Until the DLT is available in Spring 1999, an interim training site is accessible through the GTN "Message of the Day" page. The GTN website address is www.gtn.transcom.mil.

You can access the GTN website without a user id and password, but if you want to query GTN for information, you will need to apply for an account. The instructions for obtaining an account are also on the GTN "Message of the Day" page.

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Transportation Funding Guidance for

Munitions/Missile Shipments

Effective first quarter FY99, the Air Force munitions community implemented a program nicknamed Pacer Ammo. Under Pacer Ammo all movement documents directing shipment of munitions or missiles must contain a project code provided by the shipper. HQ AFMC/DRAW provided Pacer Ammo project codes and usage instructions to all munitions and missile shippers. The project code will enable the TMO to determine the funding responsibility for munitions shipments since transportation account codes (TACs) are not being printed by the Combat Ammunition System (CAS-B) on the DD Form 1348-1A document. TMOs will use AFMC LSO/LOT memo, 2 Oct 98, subject: FY99 Accounting Classifications for AFMC Second Destination Transportation (SDT) Redistribution Orders (RDO) and Repairable Returns, to determine if TAC F8RT or F8UT applies based on federal stock class; unless MAJCOM or local funding applies as indicated below.

The following is a list of Pacer Ammo project codes with funding responsibility:

- a. Code 725: MAJCOM local funded.

b. Code 726: TAC F8RT or F8UT.

c. Code 727: TAC F8RT or F8UT.

d. Code 728: MAJCOM/local funded.

e. Code 729: MAJCOM/local funded.

f. Code 730: MAJCOM/local funded if shipped from the base; TAC F8RT or F8UT if shipped from the depot or repair facility.

g. Code 731: TAC F8RT or F8UT.

h. Code 732: TAC F8RT or F8UT.

i. Code 733: TAC F8RT or F8UT.

j. Code 734: TAC F8RT or F8UT.

k. Code 735: TAC F8RT or F8UT.

l. Code 736: TAC F8RT or F8UT.

A review of Oct 98 data on munitions and missile movements, indicates that most installations are not using project codes. TMOs receiving a munitions or missile shipping document without a project code will return the document to the shipper for project code assignment. Unit level munitions and missile shippers should contact their MAJCOM counterparts for specific project code identification.

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World Wide Express (WWX)

Metrics have been tabulated for the first month's performance of Air Mobility Command's (AMC's) newest shipping tool for the Department of Defense and Federal agencies. Program start date was 1 October. The WWX carriers (FedEx, UPS, and DHL) have performed extremely well, far exceeding contractual requirements and performing to the high expectations as world leaders in moving express freight, despite a few expected start-up glitches. These performance results may be viewed on the WWX web page. The web site is being updated constantly with information relevant to users. This site is also an excellent tool to address any concerns to the program management office. Also included is a rate calculator to help make your choice of carriers based upon your particular requirements.

WWX is being fully supported by theater CINCs. Cargo eligible for movement under these contracts includes high priority shipments weighing 150 pounds or less and not requiring special handling, i.e., hazardous; and for shipments CONUS to/from OCONUS and certain OCONUS/OCONUS routes. In order to maintain program integrity, HQAMC has also been reviewing and canceling tenders on file that compete with WWX.

WWX promises to have some far-reaching effects upon government shipping as we know it today. In many cases, WWX offers premium service

below the standard service price. Combined with door-to-door service, time-definite delivery (or the transportation is free), and ITV through GTN, WWX may reshape our modal decision paradigms. Please take the time to become totally familiar with this tool that will help you support our forces!

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SECURITY SEALING TAPE

For several years, we have been concerned about the security/integrity of our classified and high-value shipments of Air Force cargo. While we thought they were getting to the proper destinations, complete, and in apparent good shape--we began looking at what we could do to ensure that they arrived without tampering. Awhile back, I asked our Shipment Distribution supervisor, MSgt Mark Egan, to look into it. He surveyed the Internet and located a number of companies that were producing a variety of security sealing tapes with a number of specific commercial applications.

There are two types of security sealing tapes that struck us as particularly useful in the movement of both high-value and classified materials.

The first, that we have only recently acquired and begun using to secure critical seams on

the exterior of only small, high-value/sensitive material shipments, is described as a self-wound voiding tape. After it is applied to the exterior of a corrugated box or paperboard packages, any attempt to remove it, even by chill or heat, will cause a concealed image to become visible indicating that the box has been opened. Hence, upon receipt at destination, it would be evident that tampering occurred en route--if the image has appeared. At that point, appropriate security officials could be called, and investigation begun.

The second type of security sealing tape would be more appropriate for shipments of classified materials. This type of tape is described as "superseal," and would not be applied to the exterior of the item being shipped. No sense identifying really important classified materials for the "bad" guys. This tape possesses two complementary features. First, if anyone attempts to remove the tape, it leaves an image similar to that of the self-wound voiding tape, above. Second, and more importantly, if this tape is removed, slit, and resealed--its micro-encapsulated inks indicate that tampering has occurred and the box is permanently marked as suspect. Hence, when the classified shipment reaches its secure destination, removing the exterior, unmarked exterior covering material will reveal whether the inner security tape

has been tampered with. If it has, an investigation would be appropriate.

At this point these security sealing tapes have not been approved or recommended by Air Force Transportation or the Security community, but we believe that acquiring and using them at the wing/base level is a proactive approach, a quality initiative in attempting to assure en route shipment security.

These tapes are commercially available through Consolidated Graphic Materials, Inc., 223 Churchill Avenue, Somerset, New Jersey 08873. Phone: (732) 448-1400, Fax: (732) 448-1406, e-mail cgm@worldnet.att.net, or at their web site at www.tamper.com.

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AERIAL PORT OPERATIONS

Air Transportation Plans Branch – Contracting Section

As of 1 Oct 98, 22 X-ray Machines at 19 sites worldwide have a centrally procured maintenance contract with American Science & Engineering. The contract provides for two comprehensive Preventive Maintenance Inspection Services (PMIS) and two Unscheduled Services (US) on existing machines. The POCs for this contract are Capt

Thomas Thompson and SMSgt Francis Walters at DSN 576-4951.

Another contract on the street is Air Mobility Express – Commercial (AMX-C). AMX-C provides Air Terminal and Ground Handling Services for the Air Mobility Command in support of the Department of Defense during national contingencies. The contractor receives and consolidates critical cargo from throughout the United States and ensures the cargo is loaded on aircraft going to the Area of Responsibility (AOR) within 24 hours. The POC for this contract is Major Bobby Lyons Jr. at DSN 576-4951/2951.

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Reserve Aerial Porters Help Out With Hurricane Mitch Operation

What started as an everyday airlift movement of cots, tents, and supplies, quickly ballooned into a full-blown air operation to move Denton Amendment cargo to the needy people of Honduras. It began when members from the 41st Aerial Port Squadron at Kessler AFB volunteered to handle a few tons of Navy Seabee equipment and relief supplies in support of the humanitarian airlift effort through Gulfport Mississippi,

for Hurricane Mitch victims. Soon realizing they needed additional help to support the growing Denton Amendment mission, they called in reinforcements from 12 Reserve aerial port units to assist in palletizing and loading the much-needed cargo. On 9 November 1998, the operation was in full swing to support the movement of 1700 tons of relief supplies that came in from multiple relief agencies destined for victims of Hurricane Mitch in Honduras.

To lend a helping hand, 31 Reserve members from 38 APS at Charleston AFB and 53 APS at Pope AFB canceled their normally scheduled annual tours to divert into the Gulfport operation. As the humanitarian mission gained momentum, the total Reserve aerial port team reached 70 personnel. The 459th and the 315th Tanker Airlift Control Element, who provided the command and control functions, also called in an ITV team from the 437 APS at Charleston. MHE involved included five additional 25K and 40K aircraft loaders from various Reserve, Air National Guard and active duty units to support 75 missions on C-5, C17, C-141, and C-130 aircraft.

Reserve aerial porters concluded their portion of the operation on 9 December 1998. Special recognition goes to the Reserve members from the 25 APS (Maxwell AFB AL), 27 APS (Minn-St Paul, MN), 30 APS (Niagara Falls, NY), 32 APS (Pittsburgh, PA), 35 and

88 APS (McGuire AFB NJ), 38 and 81 APS (Charleston AFB SC), 42 APS (Westover ARB MA), 53 APS (Pope AFB NC), 69 APS (Andrews AFB DC), and 80 APS (Dobbins ARB, GA). Twenty-Second Air Force, Dobbins ARB GA, also played a vital role in managing the overall operation. The victims and the relief agencies sincerely appreciate the volunteerism, hard work, and tireless effort demonstrated by all participants while supporting this much-needed humanitarian relief effort.

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TUNNER 60K LOADER ARRIVES AT TPC

On October 7, 1998, with the delivery and acceptance of the Tunner 60K Aircraft Cargo Loader to the Transportation Proficiency Center (TPC), Dobbins ARB GA, AFRC continued its historic legacy of preparing and fielding highly qualified Reserve 2T2s. Because Air Force mission objectives require a more prominent and direct Reserve presence, 2T2s must be trained, prepared, and ready to participate at a moments notice. The Tunner 60K's acquisition reflects AFRC's understanding, acceptance of, and aggressive commitment to this mandate.

In the not-so-distant past, Reserve APS units had to make due with whatever systems they

could obtain to train with, often by "hook or crook." Yet the Tunner 60K's arrival marks the dawn of a new day: a high profile system acquired and delivered at the same time as active duty units; its placement in an established training environment that allows Reserve 2T2s the broadest access to system hands-on training. The end result is that Reserve 2T2s will now be able to immediately integrate with their active duty counterparts whenever called on to do so.

"TPC is proud and excited to receive the first Tunner 60K Loader in the Air Force Reserve Command" says CMSgt James Roshak, Chief of TPC. He continues, "It just makes sense to assign one here because we are the sole Reserve operating location that provides individual and unit Aerial Port training. With the help of Team Dobbins and the TPC staff, we plan to train about 120 Reserve 60K operators annually, and to double that target figure when the second Tunner is delivered to TPC in the year 2000."

The Tunner 60K is the newest and most exciting evolution of Materials Handling Equipment (MHE) within the Defense Transportation System. Before the development of the Tunner 60K, it could require as many as three different types of MHE to upload and download material from aircraft. The Tunner 60K's unique variable deck height (it can be set in range from 39 inches to 18.5 feet) not only reduces the MHE

requirement to one, but also reduces the time needed to move material, precious moments that could mean the difference between winning and losing, life and death.

The addition of the Tunner 60K to the TPC is the latest evolution of a curriculum that has grown and improved since the Center's inception in 1984. The TPC also offers a Basic Air Transportation Course for Reservists retraining into the 2T2 career field. Deployment Readiness Training allows an Aerial Port team to practice realistic wartime skills during an annual tour. The UTA Flyaway Class offers weekend training for units with limited resources and is tailored to meet their specifically requested 2T2 training needs; and Tele-Training Network (TNET) is a state-of-the-art audio/video interactive distance learning system that allows TPC to simultaneously train up to 15 separate APS on various 2T2 related subjects. Using TNET eliminates the per diem and lodging costs of sending unit members to TPC while providing them quality training they deserve and require.

With the acquisition of the Tunner 60K, AFRC has committed to providing the best possible training resources available to Reserve 2T2s. It also means that TPC will forge on as the Reserve vanguard training catalyst in preparing 2T2s for the 21st century.

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VEHICLE OPERATIONS

The Command Challenge "Vehicle Leasing"

As everyone knows by now, for FY 1999 the Air Force has to lease certain general-purpose vehicles like buses, sedans, station wagons and other passenger carrying vehicles. Is this a challenge? Yes. Impossible? No. Our friends at Air Staff are working hard to overcome this small bump in the road. To date, we have attended four Vehicle Leasing Tiger Team Meetings. Have we made progress. We have determined that AMC's fair share of the leasing dollar pot will be divided over 12 base. These funds will be transferred from the MAJCOM earmarked for vehicle leasing to local FM in coordination with TRNS/CC. Now here is the tricky part, figuring out how to spend these funds by the end of FY99. It seems GSA is not ready to handle all our business. They don't have assets on hand to fill the shortages or the capital to purchase them. Again, our friends at Air Staff are in hot pursuit of this troubling little bump in the road.

The best road to take first looks to be querying your local GSA office for help. They may have a few excess vehicles that can fill requirements. They are fleet managers just like us and

have a nation wide tracking system to see if there are excess vehicles anywhere in the US. Yet even with this, I expect there will be many local transportation functions that are left with a fist full of leasing dollars and not a vehicle from GSA to spend it on. Now here is where investigating hound dog type fleet managers can make some money.

To make this money they will have to dive into the world of commercial leasing. Easy for some of you, but for most I expect this to be far from easy. It is not an area that a lot of us have experience in. It will take some shopping to get a good deal along with competitive work on both the fleet manager's part and local contracting folks. Can it work for us, I think so. It is the only option left for most of us. Again Air Staff is working on this obstacle. They are looking to new companies to meet the Air Forces need. As these new corporations get themselves spun-up there will be more commercial options out there that can fill our leasing needs at a competitive price; stretching that fist full of dollars a little further.

Is there a challenge, yes I feel there is. Leasing is a new way of doing business for most of us. Can we overcome this challenge and make it work for us, again I think we can. With all the ingenuity I see from the field everyday, I know we can.

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VEHICLE MAINTENANCE

Road Warriors At Work!

In August 1998, HQ AMC selected the 305th Transportation Squadron Vehicle Decontamination Team to take part in the North Atlantic Treaty Organization (NATO) Cargo Aircraft Contamination Control Test. On 14 September 1998, our team of nine Transporters arrived at Dugway Proving Grounds, Utah with the McGuire AFB sixty-five man team taking part in this ground-breaking event.

This test's purpose was to validate current Department of Defense procedures for the decontamination of a large framed aircraft and support equipment. With this large tasking at hand and very little time to prepare, the Transporter team went to work! Our specific tasking in this mission -- decontaminate a 25K loader to acceptable levels of contamination. After more than 70 hours of training conducted during on and off duty hours, the team not only lowered contamination levels, but the inspection team couldn't identify any signs of contamination. Charlie Warr, the test director, went so far as to say, "I thought the art of vehicle decontamination was dead...this team has proven this thought wrong...this is the best team I have seen to date!" This kind of

praise was consistent from all the observers, including Air Force experts and civilian scientists.

Positive feedback abounds! This team of transportation professionals put "can do" into action! The team led by SSgt Ronald "Stormy" Crook, consisted of SSgt Charles Cramer, SSgt Dave Yackobowitz, SrA Rob Flores, SrA Eric Lorow, SrA Mike Courson, SrA Clinton Miller, and Amn Jerry Yarrington, with SSgt Larry Silver as the equipment mechanic and SrA Pete Wilkiewicz and SrA Mike Jones as alternates. After developing a solid training plan, these men set the standards of discipline and professionalism performing all duties with the spirit of pride and teamwork for all observing their performance!

While "jobbing out" on the Southwest Mobile 25K Loader, Dugway's staff had six video cameras capturing footage of the team in action. This video will be used as an Air Force wide training video. After examining the team's performance, CMSgt Bert Cline, HQ PACAF/CEX, described this group of deconaires as the "most precise, organized, and thorough ever witnessed." The 305th Transportation Squadron Vehicle Decontamination Team has "transformed" this process!

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Vehicle Depot Overhaul Process

Mercer University, Georgia, under contract with WR-ALC/LE, recently completed a study of the vehicle depot overhaul process. The Air Force currently overhauls 5 vehicle types: runway sweepers, aircraft loaders, tow tractors, refuelers (contract pending), and fire trucks. The actual overhaul is performed at three commercial CONUS operations. Numerous action items have been established, based on the study findings. The following is a recap of some of the major findings and actions being implemented to improve the overhaul process.

The depot overhaul schedule requires leveling. Assets being input for depot overhaul often arrive at the contractor's facility several months late. Late inputs drive unpredictable workload and manpower scheduling at the overhaul facilities. The problem is particularly evident with vehicles being input from OCONUS locations. As a result, assets may sit at the contractor's facility for up to 120 additional days awaiting actual input, as the contractor continues to work vehicles that have already been received. We are focusing on two reasons for late input; unreliable transit times of Defense Transportation System breakbulk sealift from overseas locations and late inputs from the field. ILTV is working with MTMC to

establish a commercial contract for door-to-door, time definite delivery. We are also pursuing development of an Internet interactive depot schedule to advertise the input/output schedule and add visibility to projected transportation dates, late inputs, and late outputs.

The depot contractors do not use the Limited Technical Inspection (LTI), AFTO Form 91 (computer generated form), which is performed prior to shipping the asset to depot. The requirement to perform the input LTI is being eliminated from T.O. 36-1-191.

The field lacks visibility of the depot overhaul work specifications and warranty coverage/administration is not well understood. WR-ALC/LE now includes the work specifications, warranty administration procedures, and points of contact on their Internet Home Page (<http://137.244.43.130/>).

The warranty on overhauled assets begins when the DD Form 250 is signed at the overhaul facility. As a result, valuable warranty time is lost while OCONUS assets are in transportation channels, moving to the owning unit. WR-ALC is negotiating extended warranties for each new vehicle depot program.

Finally, the corrosion control techniques used by our overhaul contractors do not reflect state-of-the-art processes. The products currently being used contain minimal corrosion inhibitors. Science Applications

International Corp. is testing (complete in Dec 99) new coating processes in Guam and the best of class processes will be considered for implementation on the depot lines. (More information on this study can be found at: <http://137.244.43.130/Engr/corr/Default.htm>).

The vehicles we send to depot are mission critical. Our overhaul processes, timeliness for input/output, and transportation processes should reflect the same degree of mission focus. As you can see, there is considerable opportunity to improve. Any additional ideas you may have to improve the process would be welcomed.

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Closing the Loop

As a Federal agency, the Air Force must comply with environmental mandates and guidance contained in Executive Order (EO) 12873 and Section 6002 of the Resource Conservation and Recovery Act (RCRA). Simply, recycled products must be purchased when ever possible. This includes re-refined oil. While the purchase of re-refined oil is mandatory, the way to dispose of used oil is not. Could I suggest a better way to dispose of used oil? Defense Logistics Agency (DLA) has a program called "Closed Loop". When you order re-refined oil through

the Closed Loop Program, DLA will have the used oil picked up for free. The beauty of this program is that re-refined oil costs less, about \$18.00 a barrel less, and includes the used oil pick up for free. The Closed Loop program could reduce your disposal efforts and save you money. However, I must warn you that there are two stock numbers for the same re-refined oil viscosity. One stock number is just for the re-refined oil and the other stock number is for re-refined oil with the pick up service included. Not all types and weights of re-refined oil are included in the Closed Loop Program. For further information on the Closed Loop Program call Kim Holland at Defense Supply Center, Richmond, 1-800-352-3281 or DLAs Website: <http://www.dscr.dla.mil/product/spol/polintro.htm>

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CAREER & PERSONNEL INFORMATION

THE AIR FORCE ASSIGNMENT SYSTEM

The current assignment system for officers is changing to a new system designed to be more responsive to the needs of commanders in the field while retaining considerations for career development and personal desires of individual officers. The new system, known as the Air Force

Assignment System (AFAS), will debut in early 1999.

In December 97, Air Force Chief of Staff Gen. Michael E. Ryan tasked a 17 member OAS Review Group led by General John A. Shaud, USAF, Ret., to review the assignment system to ensure its principles and processes were valid for today's Air Force. Their review was concluded in February 98, and General Ryan announced the results of the review on March 30th.

The changes to be implemented to the Officer Assignment System, which will happen in early 1999, improve the Air Force's ability to meet the needs of the nation, fill critical Air Force requirements, and ensure officer professional development while considering an officer's individual needs. Some of the key parameters encompassed in the new system include; support for the Air Force in times of growth and drawdown, increase commander involvement, and better account for officer profession development. Filling Air Force requirements must be priority number one.

Losing Commander involvement in the assignment system will be increased and guaranteed. Under the current system, commander involvement is encouraged, but not guaranteed. The new changes ensure commanders are a part of the assignment process from start to finish, since they are charged with the mentoring and

career development of the officer corps.

Some specific changes:

1) Commander Involvement: An officer's current commander will play an increased role in their next assignment. Commanders will have an input into their officers' next assignment using the "commander's block" on the officer's preference worksheet (OPW). In fact, the commander's review will be mandatory before a PW can be submitted to AFPC. Assignment officers at AFPC will also be speaking and working with commanders during an officer's assignment process.

2) The Personnel Requirements Display (PRD): AFPC will no longer advertise specific jobs openings on an electronic bulletin board asking for volunteers for assignments. AFPC will now use an Authorizations Listing to show all requirements for all career fields along with special duty requirements. A second part (referred to as the Requirements Listing) of the PRD will show what requirements are being worked to fill vacancies during the next 6 to 9 months. The Requirements List are provided to assist the officer in assessing assignment options. This system will be accessible using the World Wide Web, ensuring easy access and visibility remain in the assignment system.

3) The Preference Worksheet: As stated above, officers will no longer have to continually

review an electronic bulletin board to specifically volunteer for one or several openings until selected for an assignment.

Using the PRD as an informational tool, officers will now communicate their desires for their next assignment on a permanent electronic form kept at AFPC called a Preference Worksheet (PW). With this on record, they won't have to continually "check the board" looking for new assignments to "pop-up." AFPC will automatically consider PCS eligible officers as requirements open up and will use information contained on PWs to match assignments. It will allow officers to list multiple types of duty titles and assignment locations. It will also contain a narrative block for both officers and their commanders to communicate information to AFPC--again, commander review will be mandatory. Keep in mind, you'll be able to see the comments your commander forwards to AFPC.

Officers need to realize they may not always be selected for the types of assignments or locations they or their commanders may have indicated on the OPW. Remote tours and other "hard-to-fill" assignments must still be satisfied.

4) The role of Officer Assignment Team (OAT) members at AFPC: Gaining commanders will no longer be the sole "hiring" authority in the assignment process. AFPC-based OAT will be responsible

and accountable for the assignment process.

Each OAT will be led by a career field expert charged to educate and inform commanders and officers on career development issues and assignment opportunities. They will also be charged with updating both parts of the PRD and will be required to use an officer's PW as input in matching their next assignment. As the CSAF stated, "The Air Force has requirements, officers have preferences. Commanders and assignment officers are the bridge between the two."

All of these changes ensure the AFAS is grounded in the Air Force's three core values of Service Before Self, Excellence in All We Do and Integrity First. They retain the good parts of past assignment systems including such items as "visibility into the system." It also allows officers to continue to communicate their needs to assignment team members at AFPC. The bottom-line goal is going to be putting the "right person in the right job at the right time".

The Logistics OAT is led by Major Michele Smith is a career aircraft maintenance officer. Assignment responsibility for transportation (21T) is divided by grade. Capt Lilly Holt handles company grade assignments. Capt Ken Backes works all field grade assignments. The transporters can be reached at DSN 487-4024.

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COMBAT READINESS

Deployment Personnel Accountability and Readiness Tool (DPART)

The mission of Air Force Battlelabs is to rapidly identify and prove the worth of innovative concepts that improve the ability of the Air Force to execute its core competencies in support of Global Engagement and Joint Vision 2010.

The Air Expeditionary Force (AEF) Battlelab at Mountain Home AFB Idaho recently obtained approval to demonstrate a Kenney Class Battlelab Initiative (KBI) called DPART. This KBI has two primary objectives: (1) Improve the readiness of AEFs by consolidating stove-piped personal deployment information onto a central database, and (2) improve the responsiveness of AEFs by integrating Smart Cards into deployment and readiness processing.

Today, there are short comings that could jeopardize the Air Force's ability to meet the AEF response timeline and satisfy a CINC's desired effect: (1) Air Force and theater CINCs lack timely and accurate visibility and accountability of forces throughout all phases of an operation; (2) wing and unit commanders lack accurate and timely readiness information on assigned personnel; (3) stove-piped systems are used to maintain information necessary to determine deployment

eligibility and personnel readiness; (4) employment (reception) at a forward operating location is manual and labor/time intensive; and (5) re-deployment processing is manual and labor/time intensive.

Consolidating disparate personal deployment information will provide commanders and Unit Deployment Managers (UDMs) accurate and timely readiness information on assigned personnel. Today, there really isn't a consolidated personnel readiness picture available to Commanders and UDMs. Pieces of the information are maintained by separate offices, in separate systems (e.g., medical, dental, personnel, unit, supply, training, etc.). The DPART KBI will determine whether or not consolidating this information on a central (web-based) readiness database will improve individual, unit, and installation readiness. As deployment readiness information changes on an individual, the change will be made automatically to the central readiness database and to the individual's Smart Card. For example, Sgt White receives a series 3 Anthrax vaccination, attends Chemical Biological Warfare Defense Training, or qualifies on the M-16. As she receives the immunization or training, the information will be updated on the central database and on her Smart Card at the point of service. If the UDM or commander wants to determine the readiness of their unit, then they can use the central database

to obtain a readiness "snapshot". We expect DPART to reduce the burden on the UDM and commander, as well as the tedious task of pouring through individual deployment folders to determine deployment readiness. The next part of the DPART KBI is integrating Smart Cards into our readiness and deployment processing.

What is a Smart Card? A Smart Card is a credit card-size card that contains an integrated circuit chip (8K – 32K memory), a DoD standard bar code, a magnetic strip on the back, and a digital photo of the individual on the front. Using Smart Cards for readiness and deployment processing is being normalized by the US Marine Corps (USMC) and US Army (USA); however, the Air Force has yet to use this technology for readiness and deployment processing. This past year, the USMC issued over 5,000 of these cards to US service members and Thai soldiers during joint exercise Cobra Gold 98. Some of the benefits they realized included expedited deployment processing, accurate intransit visibility (ITV) of passengers, personnel tracking and accountability, and the inherent benefits of one-time data entry. According to Ms. Marti Neal, Deputy Program Manager for the DoD Smart Card Technology Office (SCTO), the USMC reduced deployment processing times from 8 hours to only 45 minutes. The USMC also transmitted passenger

information to the Global Transportation Network and Joint Total Asset Visibility system for passenger visibility. In addition, the Joint Task Force (JTF) J-1 used a JTF server to aggregate information on deployed personnel to help determine who was where, when. This repository of information not only helped account for service members in theater but was also used to locate individuals for emergency leave purposes for the American Red Cross—an unexpected benefit of the JTF server. One of the inherent benefits of using a Smart Card is the ability to propagate the static demographic information for an individual for a variety of applications. How many times a day, week, or month are you asked to enter your name, rank, organization, office symbol, phone number, etc? Think about all the offices you visit, the training you receive, meetings you attend, or Entry Authorizations Lists you prepare or screen. As the use of the Smart Card grows, so too will its applications. The Smart Card has nearly unlimited capabilities—each time you think of a different application for its use, there are five new ideas that will come to mind; therefore, the AEF Battlelab's biggest challenge is limiting the scope of this technology to AEF deployment readiness and processing. To demonstrate this capability, the AEF Battlelab will focus on exploiting the

capabilities of the DOD Warrior Readiness Program (WRP).

The Island of Oahu is the DOD test bed for Smart Card applications—these applications are embedded within a program called WRP. WRP development and testing has occurred at the following locations and organizations: Schoefield Barracks (USA 25th Infantry Division), Wheeler Army Air Field (USAF 25th Air Support Operations Squadron), Camp Kaneohe Bay (USMC Marine Corps Air Station), HQ PACOM, and USCINCPAC. Recently, Hickam AFB began participating in the Oahu Project. The AEF Battlelab will leverage the work completed and in-progress by the DoD SCTO to demonstrate an application for Combat Air Force (CAF) units. To date, there are two Air Force Wings that have volunteered to be a test bed for the DPART initiative—the 366th Air Expeditionary Wing, Mountain Home AFB, ID and the 16th Special Operations Wing, Hurlburt Field, FL. The AEF Battlelab is working with the Air Force Smart Card focal point (AF/ILXI) to incorporate AEF requirements into the work being done in the DOD. We plan to demonstrate the initial capability for CAF units next summer, with follow-on demonstrations scheduled in early '00.

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AIR FORCE SCHOOL HOUSE

The 345th Training Squadron: A Primer

The 345th Training Squadron provides technical training to over 13,000 active duty, guard, reserve, officer, enlisted, civilian, and international personnel in 81 basic and advanced logistics courses each year. We also satisfy joint service requirements for contracting and acquisition qualification; initial and recurring certification of hazardous materials for airlift and surface movement; and conduct the Advanced Logistics Officer Course.

Our goal is to turn non-prior service students, fresh from basic training, into productive Air Force members. Our apprentice technical training courses are located at Lackland AFB TX, at Port Hueneme, CA, and at Fort Lee, VA. At Lackland, we teach apprentice Traffic Management and Air Transportation courses. Detachment 1 at Port Hueneme teaches Vehicle Maintenance and Maintenance Control and Analysis courses. OL-A at Fort Lee teaches Fabrication of Aerial Delivery Loads and Airdrop Loads Inspectors' courses. In addition, our Mobile Training Teams span the

globe, taking our courses to locations that are not able to send personnel to in-residence courses.

Vehicle operations training was moved to Fort Leonard Wood, MO and collocated with the Army in October 1996. The Missouri training detachment falls under operational control of the 366th TRS at Sheppard AFB.

In 1998, our 3-level transportation courses produced nearly 1,350 graduates, advanced/supplemental courses produced nearly 3,700 graduates, and our officer course produced nearly 200 graduates. We reduced the Traffic Management Apprentice Course length from 65 to 55 days while increasing packing and crating and CMOS training. We increased hands-on training in the Air Transportation Apprentice Course, and the airlift portion of the Officer Bridge Course. We also reduced the Basic Officer Course from 35 to 30 days. The P-19 Mission Ready Technician course at Port Hueneme, now graduates are certified to complete scheduled inspections, and the Diesel Engine Course is now back in operation after 3 years off-line. We will continue to look for ways to make courses and instructional materials available through the Internet and other media to reduce printing and transportation costs wherever possible.

Our training environment at Lackland is much like a college campus. Dormitories, the dining facility, schoolhouses, and squadron headquarters facilities are all within a five-minute walking distance of each other. Two base shuttle bus stops service the squadron, and recreation facilities are all conveniently located close to the squadron. We continue emphasis on the "blueing" process through continued core values training and a structured physical-conditioning program.

The contact number for the transporters here at Lackland is DSN 473-8300. The folks at Port Hueneme can be reached at DSN 551-5336, the instructors at Fort Lee are at DSN 687-4716, and the phone number for Fort Leonard Wood is 581-8731.

In 1933, General Douglas MacArthur said, "In no other professions are the penalties for employing untrained personnel so appalling or irrevocable as in the military." It was true then, and it's just as true now. I encourage everyone who has the opportunity to visit San Antonio, to take the time to visit the schoolhouse and see the facilities and students first-hand. After all, it is your schoolhouse.

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More Schoolhouse News

In November we had the pleasure of hosting the following dedicated individuals who assisted the schoolhouse at Lackland AFB in heavy duty course development and writing of the following courses:

2T0XX SMEs-TMO Craftsman

1. CMSgt Leon Jorge, Ramstein AB, Germany
2. SMSgt Elvin P. Stevenson, Randolph AFB TX
3. MSgt David M. Lulich, Incirlik AB, Turkey
4. MSgt Kevin Hairston, Lackland AFB TX
5. TSgt Larry J. Wolterman, Yokota AB, Japan
6. TSgt Scott Hood, Ellsworth AFB SD
7. GS-13, Ms. Shirley Vitale, Wright-Patterson AFB OH
8. Mr. Gerry Smothers, Gunter AFS AL



2T2XX SMEs-Air Trans Craftsman

1. MSgt Clay G. Carter, Ramstein AB, Germany
2. MSgt Stephen A. Friedman, Kadena AB, Japan
3. MSgt Donald G. Lucas, Ramstein AB, Germany
4. MSgt Preston F. Barlow, Lackland AFB TX
5. TSgt William E. Mahaffey, Lackland AFB TX
6. TSgt Jesus A. Torres, Scott AFB IL
7. TSgt Mark S. Kelps, Lackland AFB TX

In September and November we had the pleasure of hosting the following dedicated individuals who assisted the schoolhouse in heavy duty course development and writing of the new Hazardous Materials Airlift Inspector Course:

SMEs for Hazardous Materials Airlift Inspector Course

1. TSgt John Short, Lackland AFB TX
2. TSgt Dan Forsythe, Lackland AFB TX
3. TSgt Kevin Edwards, Travis AFB CA
4. TSgt Eugene Moore, McChord AFB WA
5. TSgt Stephen Butler, Lackland AFB TX
6. Mr. Del Hamilton, Scott AFB IL

We also want to thank our Air Staff Functional Managers, CMSgt Herb Schlecht and CMSgt Dave Booth for providing guidance and support to our SMEs.

On a sad note we say farewell to Ms. Beth Robinson who has worked faithfully for the Transportation Community. She spent 8 years at Sheppard AFB first as a Loadmaster instructor and then as a Hazardous Materials instructor. She moved with the schoolhouse in 1993 to Lackland and continued as a Hazardous Materials instructor and then as a Course Manager for the Transportation Officer courses, Air Trans, TMO and Hazardous Materials courses. Ms. Robinson is transferring to the Registrars office in the 37th Training Support Squadron on Lackland AFB as the Chief of the Registrar Flight. Our best wishes to Beth in her new job!

TRANSPORTERS MOURN THE PASSING OF COMRADE**Kenneth G. Berg**

I am challenged to write in a few words and convey the measure of the man that was Kenneth G. Berg. I wish you could hear the voices that I hear of Transporters present and past that were touched by Ken, either personally or professionally. Those voices are all over the world, some on active duty, some deployed, and some retired. Airmen and Chiefs, Lieutenants and Colonels and civilians all. Ken served 27 years in our Air Force rising to Chief Master Sergeant--the highest enlisted grade--a testament to his personal achievement--but he would be the first to tell you that he didn't do that--his people did that for him. As a chief, he raised a generation of Transporters--officer and enlisted--some are now Colonels and some are today's Chiefs. Colonel Jeff Link, Director of Transportation at PACAF, Colonel Phil Russell, my predecessor here at ACC and I all remember Ken when we were young officers--Phil's first assignment as a second lieutenant in our Air Force was with Ken at Yokota AB, Japan. Chiefs Moore, Clifford and others who grew up with him.

Ken also spent another 14 years in the service of our country and Air Force as a government civil servant. Hard working and dedicated, he was an out-of-the-box thinker, always looking out for our future, both in technology and our people. He worked hard to make the computer systems work for us and was known throughout the Air Force for his knowledge and care. During this time he raised a second generation of Transporters--they are our young Captains, Majors and Senior NCOs. Those voices--they are everywhere and I cannot tell you how many lives this man touched--they learned our trade and they learned of his leadership and friendship. Two generations of Transporters at least he raised--a measure of a man.

Stories abound about Ken. He managed my mother's money for us. That's right--the tax dollars we spend are my mom's money and he always told my folks we got to make sure that doing this is okay--that the colonel's mom would say it's okay. I relied heavily on him and he always told me the unvarnished truth--those of you who knew Ken knew he didn't varnish anything. E-mails have come from all over the world expressing sorrow at this, your loss--our loss. If you will bear with me I would like to read one now.

Transporter down: folks, this is going to be a hard one for me to write. CMSgt Kenneth Berg (ret) and a GS-12 on the ACC staff died in his sleep. He was 59 years old. Kenneth and I have spent a lot of time together. Judy and Kenneth were good friends of Ingrid and I. Kenneth and I have spent a lot of TDY's together visiting every imaginable place in the European Theater. We have spent nights in tin buildings at Incirlik. We slept in five star hotels in Madrid. We have worked mobility requirements at Bentwaters, England. We have argued transportation entitlements well into the night on numerous occasions. I cannot tell you how sad I am as I write this letter. Ken, just sent me an e-mail two days ago thanking me for supporting the ACC staff on the movement of some priority cargo into the Kuwait area. Ken Berg was a giant of a man, a booming voice who commanded attention--yet, a very special personality, a gentle man, who would do anything to help anyone. A heart of pure gold. He had friends everywhere. We worked together on the second floor adjacent to supply. Every evening at 1630, he would walk out in the hallway and with that booming voice would yell--you can go home now supply. It was expected and it was the kind of thing that would bring a very hectic day to a harmonious conclusion. Ken Berg was not only a professional, he was not only a transporter, he was my friend and I miss him. God bless you, Judy. Ken is running God's airfield right now.

A measure of a man

Mr. Don Izicki reminded me what the G in Kenneth G. Berg meant:

Good husband
Good father
Good transporter
Good friend

Good man

That is the measure of this man... We will all miss him.

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PUBLISHER

The office responsible for the management of The Transformer is HQ USAF/ILT with delegation to the Joint Personal Property Shipping Office-San Antonio, Texas (JPPSO-SAT). We encourage your participation and ask that you make copies of the "The Transformer" and distribute them throughout your unit.

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HOW TO SUBMIT ARTICLES

Articles can be about quality initiatives, lessons learned, PAT results, etc. The crosstell you originate should be an action that has had some results, positive or negative.

Articles may be submitted by...

(1) E-mail. (2) Fax. (3) Mail disk with article in plain text or Word. (4) Mail hard copy of article.

All articles must be submitted through your MAJCOM POC, listed on this page.

**HOW CAN I GET THE
TRANSFORMER?**

Contact one of The Transformer Program Managers listed on this page. We can e-mail it to you. Or you can download it from our Internet Home Page.

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